

To: U.S Environmental Protection Agency

From: Bernhard Schulte Shipmanagement (Singapore) Pte. Ltd.

Dear Sir,

We would like to report the undermentioned inadvertent non-compliance with the Emission Control Area regulations. The sequence of events regarding the non-compliance are as follows:

The vessel 'High Mercury' IMO no. 9366287 sailed out from Huelva on 13/05/2015 and arrived Aruba on 25/03/2015. As part of the voyage planning process the Emission Control Area was marked on the voyage charts and a review of the passage plan reflected that vessel would not be entering the said area during the passage and hence not require a changeover to Low Sulphur (0.1 %) fuel oil.

However, during his review of the revised MARPOL Annex VI on 28 March 2015; the Master observed that the coordinates used to define the boundary of the Emission Control Area around the US Virgin Islands (amendments which came into force as on 01 Jan 2015) were erroneous and the area had been incorrectly marked on the voyage charts.

The correct coordinates for the Emission Control Area were subsequently plotted/ marked on the voyage charts and the vessel's passage reviewed for compliance with ECA regulations. Upon completion of the review it was noted that the vessel had inadvertently entered and sailed for a distance of about 72 nautical miles through the Emission Control Area on 24 March 2015 (from 0718 LT to 1215 LT) where a changeover to Low Sulphur fuel oil was not affected.

Immediate Causes:

1. Incorrect plotting of coordinates and marking of ECA area on voyage charts by the Navigating Officer.
2. Inadequate verification of the passage plan by the Master.
3. Inadequate cross verification of pertinent details of the passage plan by the navigating team/ officers.
4. Inadequate counter check by Chief Engineer.

Root Causes:

1. Human Error / oversight
2. Lack of due diligence
3. Failure to comply with procedures
4. Warning notices/posters reflecting outdated information pertaining MARPOL special area and ECA zones.

Corrective and Preventive Actions:

1. The Designated Person for the vessel's Technical Manager's was notified about the oversight and subsequent non-compliance with Emission Control regulations.

2. An extra ordinary safety meeting was summoned on board on account of the violation and the causal factors, corrective/ preventive measures were discussed.
3. Updated posters reflecting all Emission Control zones and MARPOL Special Areas were posted on the Bridge, in CCR, ECR, Master's cabin, Chief engineer's cabin.
4. The incident has been promulgated among the technical managers' fleet vessels as a Safety Advisory to ensure diligent compliance with Emission Control Regulations.
5. Senior Officers are being briefed on the incident and information pertaining proposed MARPOL regulations likely to come into effect during their tenures.

Would appreciate your kind review and closure of this issue in due course.

Thanks & best regards,
Mehedi

Capt. Mehedi H Khan
(As Manager & Agents only for and on behalf of Owners)

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